

# The China Mail.

Established February, 1845.

日二十一月一九年卯辛

PRICE, \$2 PER MONTH.

VOL. XLVII. NO. 9019.

第二十一年一月二十日

HONGKONG TUESDAY, DECEMBER 22, 1891.

NOTES FOR THE CHINA MAIL.

## Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL ..... \$20,000,000.

Paid-up CAPITAL ..... \$5,000,000.

LONDON: F. ADAMS, 11 & 12, Queen's Gate, Knightsbridge, S.W. E.O. GEORGE STRIKE, Esq., 10, St. George's Gardens, S.W. G. GOTTS, Esq., 2, Grosvenor Gardens, E.C. R. HENRY, Esq., 10, Wimpole Street, W.C. J. MURRAY, Esq., 10, Grosvenor Gardens, S.W. J. P. MORSE, Esq., 10, Grosvenor Gardens, S.W. J. P. MORSE, Esq., 10, Grosvenor Gardens, S.W. PARISIAN BUREAU—ANDERSONS, 36 Rue de la Paix, Paris. NEW YORK—J. STEWART HARRIS, 100 Broadway. NEW YORK, NEW YORK OFFICE, 32 Wall Street. SAN FRANCISCO—American Port, generally—BALM & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND—HOBSON & GOTTS, Melbourne, Sydney, &c. CIVILIAN, W. H. BROWN, & Co., The Amherst Building, London. SINGAPORE, BRITANNIA, CO.—SIR SAMUEL COOKE, SECRETARY, 10, Collyer Quay, & Co., Ltd. CHINA—MURRAY, A. A. DA CUNHA, AGENT, 1, MOAINE, FROGMAN, HOBSON & CO., 1, MOAINE, LIMA, CRAWFORD & CO., 1, MOAINE & WALLACE, SINGAPORE, LIMA, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

AMOUNT OF CAPITAL ..... \$10,000,000.

RESERVE FUND ..... \$5,000,000.

SHARES IN LIABILITY ..... \$10,000,000.

PROVISIONS:

COUNCIL OF DIRECTORS—

J. H. MORSE, Esq., Chairman.

S. C. MICHAELSON, Esq., Deputy Chairman.

T. K. Davies, Esq., Alex. Macdonald.

C. J. Hilliday, Esq., Ed.

H. Hopkins, Esq., L. Pötscheker, Esq.

Hon. J. J. Keenly, D. R. Sassoon, Esq.

CHIEF MANAGER—

Hongkong—F. DE BOVIS, Esq.

MANAGER—

Shanghai—J. P. Wade Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. and 1/2 per cent. of the daily balance up to \$500,000.

For 3 months or less, 1/2 per annum.

" " 12 " " up to \$200,000.

" " 12 " " on sums in excess of \$200,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

5% on Advances against Goods in neutral godowns.

4% on Current Account Overdrafts.

3% on Advances against Goods in private godowns.

F. DE BOVIS,

Chief Manager.

Hongkong, August 10, 1891. 1511

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ..... \$1,000,000.

SUBSCRIBED CAPITAL ..... \$500,000.

HEAD OFFICE—HONGKONG.

COUNCIL OF DIRECTORS—

D. G. LEES, Esq., CHOW TSUNG SHIANG, CHUNG KHAN, Esq., Esq.

C. J. HILL, Esq., W. W. WILSON, Esq.

KWAU HOI CHUNG, Esq.

A. B. MORRIS, Managing Director.

Anthony Committee in London.

THOMAS CHRISTIE, Esq., Messrs Dent, Palmer & Co.

JAMES HILL, Esq., Messrs John Butterfield & Co.

C. B. HILL, Esq., WORSTAD, Mrs. M. P. Hill.

GEN. MURRAY, Manager.

BANK OF SCOTLAND—THE ALBANIA BANK (LTD.)

SCOTLAND—THE COMMERCIAL BANK OF SCOTLAND.

SHANGHAI—Advisory Committee.

HAI FU YUN, Esq., LIM KWAI KUNG, Esq.

Ma Kai Tung, ONE MINI, SIAN, Esq.

TONG KWAI SHU, Esq.

J. D. THOMAS, Manager, pro tem.

Amoy—H. PROUD, pro agent.

The RAYK is now prepared to make advances on Goods in Neutral Godowns, and on other securities at rates to be agreed upon, prior to receiving money.

Current Account on Fixed Deposit—

Interest for 12 months Fixed 5%.

do. 36 " do. 4%.

do. 3 " do. 4%.

Current Accounts 2%.

For rates of Interest for other periods apply to the Manager.

Hongkong, December 14, 1891. 2179

HONGKONG SAVINGS BANK.

WITH business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPO-

RATION, which may be obtained on ap-

plication.

INTEREST on deposits is allowed at

6% per cent. per annum. Depositors

may withdraw at their option balances of

\$100 or more to the HONGKONG AND

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SHANGHAI BANKING CORPO-

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUZER,  
PORT SAID,  
MEDETERANIAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSHALLS, AND PORTS  
OF BRAZIL, AND LA PLATA;  
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 30th December, 1891, at noon, the Company's Steamer, "ELMBURNE," Commandant Baylana, with MAILS, PASSENGERS, SPEECHES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon.

Cargo will be received on board until 4 p.m. Specie and Parcels not later than 3 p.m. on the 29th December, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, December 16, 1891. 2336

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILING FROM HONGKONG,  
Canton, Tuesday, Jan. 12/92  
City of Peking, Thursday, Feb. 4/92  
City of Rio de Janeiro, Friday, Feb. 25/92

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO via YOKOHAMA, on TUESDAY, the 12th January, 1892, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

Fare Hongkong, FIRST CLASS.  
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Town, \$225.00  
send, Seattle, Tacoma, Portland, O.

To Liverpool and London ..... \$325.00  
To Paris and Brussels ..... \$345.00  
To Havre and Hamburg ..... \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Governmental officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months ..... \$337.50

12 months ..... \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, December 19, 1891. 2351

NORDDEUTSCHE LLOYD.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZER, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTO PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SATURDAY, the 16th day of January, 1892, at 3 p.m., the Company's S.S. "SPUTNIK" (27), Capt. W. V. SCHIEMANN, with M/S. ILS. PASSENGERES, SPEECHES, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 5 p.m. on the 15th January. Cargo will be received on board until 1 p.m. Specie and Parcels, until 10 a.m. on the 16th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents of Packages is required.

The Steamer has splendid Accommodation, suitable for Doctor and Stewards.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, December 21, 1891. 2353

## Notices to Consignees.

GLEN LINE OF STEAM PACKETS  
FROM LONDON, PENANG AND  
SINGAPORE.

THE S.S. "Glenfeathr," having arrived  
from the above Ports, Consignees of  
Cargo by her are hereby informed that  
their Goods, with the exception of Opium,  
are being landed at their risk into the  
Godowns of the HONGKONG AND KOWLOON  
WHARF AND GODOWN COMPANY, LIMITED,  
at Kowloon, whence delivery may be ob-  
tained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before  
4 p.m. To-day.

Cargo remaining undelivered after the  
27th instant will be subject to rent.

No Fire Insurance has been effected.  
Consignees are requested to present  
all Claims for damage and/or shortages not  
later than the 3rd Proximo, otherwise they  
will not be recognized.

Bills of Lading will be countersigned by  
JARDINE, MATTHEWS & CO.,  
Agents.

Hongkong, December 21, 1891. 2353

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London ex  
Steamship "Glenfeathr," and from  
Bordeaux ex Steamship "Glenfeathr," and from  
Bordeaux ex Steamships Ville  
Dunkerque and Marie, in connection with the  
above Steamer, are hereby informed that  
their Goods—with the exception of Opium  
Treasure and Valuables—are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on, unless  
otherwise directed by the Consignee,  
requesting it to be landed here.

Cargo remaining undelivered after THURSDAY,  
the 24th December, at noon, will be  
subject to rent, and landing charges at one  
cent per packet per diem.

All Claims must be sent in to me on or  
before THURSDAY, the 24th December, or  
they will not be recognized. All Damaged  
Packages will be examined on THURSDAY,  
the 24th December, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, December 16, 1891. 2325

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's S.S. "Kutang," having  
arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods will be delivered from  
alongside.

Cargo impeding the discharge or remaining  
on board after the 18th instant will be  
landed at Consignee's risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

JARDINE, MATTHEWS & CO.,  
General Managers.

Hongkong, December 16, 1891. 2326

CHRISTMAS HOLIDAYS.

IN accordance with Ordinance No. 6 of  
1875, the Undersigned BANKS will be  
CLOSED for the Transaction of  
Public Business on FRIDAY and SATUR-  
DAY NEXT, the 25th and 26th Inst.

For the "Chartered Mercantile Bank of  
India, London and China,"

E. L. HUNTER,  
Manager, Hongkong.

For the "Chartered Bank of India, Aus-  
tralia and China,"

T. H. WHITEHEAD,  
Manager, Hongkong.

For the "Bank of China, Japan, and the  
Strait Settlements, Ltd., Hongkong,"

DE WESTHUYSEN LAYTON,  
Secretary.

The National Bank of China, Limited,  
A. B. MCKEEAN,  
Acting Chief Manager.

Hongkong, December 22, 1891. 2341

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE S.S. "Lydia," Captain Th. Förster,  
having arrived from the above Ports,  
Consignees of Cargo are hereby requested  
to send in their Bills of Lading, for counter-  
signature by the Undersigned, and to take  
immediate delivery of their Goods from  
sidewards.

Any Cargo impeding her discharge will  
be landed into the Godowns of the HONG-  
KONG & KOWLOON WHARF & GODOWN CO., LTD.,  
and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods  
remaining undelivered after the 29th Inst.  
will be subject to rent.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 29th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, December 22, 1891. 2326

DAKIN BROS. OF CHINA,  
LIMITED.

CHEMISTS, &c.

CHRISTMAS & NEW YEAR  
PRESENTS.

TO PLEASE THE MOST  
FASTIDIOUS.

from ..... \$1 to \$100.

CADBURY'S  
CHOCOLATES in Dainty Boxes.

Do. in Quaint Boxes.

Do. in Pretty Caskets.

from ..... Ct. 25 to \$12.00.

WINES AND SPIRITS.

NONE BETTER.

22 & 24, QUEEN'S ROAD  
CENTRAL. 2366

SHIPPING.

ARRIVALS.

December 22, 1891.

Petrop. British steamer, 2,183. P. Harris.

Captain T. A. E. G. E. Schiernack.

Captain T. A. E. G. E. Schiernack.

Port on THURSDAY, the 25th instant, at

4 p.m.

For Freight or Passage, apply to

SHEWAN & CO.,  
General Managers.

Hongkong, December 22, 1891. 2325

GENERAL MEMORANDA.

NOTICE.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

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MELCHERS & CO.,  
Agents.

Hongkong, December 21, 1891. 2353

## To-day's Advertisements.

STEAM TO SHANGHAI.  
The P. & O. S. N. Co.'s  
Steamship  
"Ravena,"  
Captain E. CRANE, will  
leave for the above place TO-MORROW,  
the 23rd Inst., at 10 a.m.

E. A. HEWETT,  
for Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, December 22, 1891. 2305

CHRISTMAS HOLIDAYS.

The Undermentioned INSURANCE  
OFFICES will be CLOSED for the  
Transaction of Public Business on FRIDAY  
and SATURDAY, the 25th and 26th Inst.

JARDINE, MATTHEWS & CO.,

# THE CHINA MAIL.

No. 9019.—December 22, 1891.

The Boundary Board will meet on Wednesday, December 23rd, at 4.15 p.m. Order of the Day—Report by Committee regarding the steps which should be adopted in carrying on the scheme for the disinterment and turning of the remains of the Chinese dead. Mortality Returns for the weeks ended the 13th and 14th December, 1891.

A man named Chen, 17 years of age, charged before Mr. Wise at the Police Court, to-day with exporting a large quantity of percussion caps and also with being in possession of ten counterfeit foreign pieces. He was fined \$20 for being in possession of the counterfeit coins and sentenced to two months' hard labour on the second count.

The half-yearly meeting of the Mercantile Marine Officers' Association was held on Friday last, when the president, Capt. Ashton, delivered an address in which he congratulated the members on the progress the association had made. Referring to the Merchant Shipping Consolidation Ordinance, he told the committee were taking steps in regard to further "amendments of the laws affecting British officers, as also in relation to piracy." He urged the members to use their utmost efforts in trying to induce their brother officers to join the association and to do all they could to bring about necessary reforms. He also referred to the success of the bill given by the association, and specially congratulated the Hon. Secretary and the Dance Committee who had worked very hard to make it a success. The accounts for the half-year, which showed a credit balance, were passed, and a committee were elected for the ensuing year.

A MEETING of the Licensing Justices was held to-day to consider an application from Khedoues Jacob Shullin for a publican's licence for No. 1 Jolies Street. Mr. A. G. Wise, Police Magistrate, presided; and there were present: Hon. N. G. Mitchell-Innes, Messrs. G. Sharp, J. H. Cox, Hugh McCalum, E. R. Bellairs, Wai Yul, J. A. de Carvalho, Paul Jordan, Murray Bain, Kaw Hong Take, Woo Lin-yuen, Wong Shing, P. Bazonje, R. Byam, R. O. Wilcox, A. S. Hooper, H. M. Mehta, D. R. Sasoon, Dr. Atkinson, and Gen. Horwood (Act Captain Superintendent of Police). Mr. Wotton appeared on behalf of the applicant, and stated that he had no other remuneration to make beyond those he had advanced at the previous meeting. He understood the gentleman who made the application was of good character, and that there was no objection to the locality decided upon. Mr. Wise observed that the Police had objected to the locality all through. Captain Horwood confirmed His Worship's remark, adding that there was nothing against the character of the applicant, but the Police strongly objected to any more public houses in the central district. After the Justice had considered the application in private, His Worship informed Mr. Wotton that the application had been granted.

On Tuesday, the 13th, while the *Hedou* was under tow, the line parted and she struck up one of the piers of the Pekin Wharves, Shanghai, doing considerable damage.

The *Hedou*, 20,000 of Municipal Debentures (Shanghai) at 6 per cent., the principal payable in less than five years more than twenty years, were applied for more than three times over, and are to be allotted at an average premium of something over two and a half per cent.

Mr. Rev. J. Parker, of the London Mission, had some narrow escapes during the disturbances up North. A Teuton correspondent writing to the *N.Y. Daily News* states that the rev. gentleman was living in Chao-ying at the time the rebels commenced the attack. He had heard rumours over night of their intentions, and, after a long break he was rescued by the shouts of citizens who were rushing out of the city. A few chafers hastily got together. Mr. Parker quickly prepared a bundle of clothing and joining the others passed out of the south gate, where they had to enter the north gate, and the rebels fired a volley of musketry with unpleasant roar. A biting wind was blowing at the time and many women and children were frozen, having left their warm clothing behind in the excitement. Mr. Parker, after hiding for some ten days, was rescued, except by a few hucksters. He promptly buried all his valuable books, etc., before leaving, and made the best of his way to Tsinling, a nine days' journey.

The Chinese authorities in the north have been quiet, but the people should not forget the rebels, and issued orders forbidding the people to talk or write about the subject of the outbreak. It would seem from this that the trouble was more general than the official would like to admit.

From \$100,000 to 7,000 troops were despatched from Tsinling. As a measure of safety, ten thousand men were ordered to have their stations at Tsinling, the capital of the Peiping. At Tsinling, a well-written pleader, evidently an expert of scholars, had been sent to the foreigners, to tell them to kill the foreigners and destroy their evidence. What

imperial order was issued, things quieted down, but the new Maclayson. In this case, the Chinese government sent to the garrison, a large number of soldiers to guard the rebels, and the rebels were allowed to leave. They were, however, not allowed to go to the city. There was very trouble, so that he could not protect them. There is no doubt that the animosity against foreigners is the result of the execrable pamphlets and papers issued by the gentry, for the general people naturally believe what their superiors tell them. In some cases, Chinese women jumped on the roofs of foreign houses with the intent of setting fire to them, forcing the gentry to withdraw. Considering the circumstances, the Chinese government has done well, and the Chinese people are the ones that have suffered.

H. M. S. *Lynx* returned to Shanghai on the 13th from the River. She was flying her household-bound pennant and was to proceed on Friday to Hongkong to lay up.

Letters were received from Shantung on the 16th reporting that placards had been posted up calling upon the people to massacre the missionaries on the 1st of the 12th month (December 1st). Letters have also been received from Fusan, describing a rather serious attack on the missionaries there.

*Tam Chung*, which arrived at Shanghai on the 13th, is the last steamer from Taku this season. When she left, the U.S.S. *Polaris* and the French man-of-war *Viper* were at Taku. Seven lighters and three tug-boats were in the river, and with their togs had come to try and break the ice. The *Polaris* and *Viper* would try to reach Tien-tsin. Should they be unsuccessful in their attempts to reach Tschuchow, the two men-of-war will probably moor at Taku for the winter. —*Daily News*.

According to the vision, the Madras Cricket Club have introduced a new section into the game. In a recent scratch match the winning of each batsman was limited to a quarter of an hour. This new departure would put men like Sun Yat-sen at a disadvantage, and would compel the batsmen to play more attention to the making of runs and prevent men from continuing the matches with a view to getting the wickets to play out time. The effect of this arrangement on the field is obvious, because every ball has its temptation to score with an increased frequency in the giving of chances, either of a catch, a run out or being stumped in trying to hit. Whereas in Singapore there is as a rule no more than a little over three hours available for a game, the occasional adoption of this plan might be tried. —*Singapore Free Press*.

Under the heading of "The Rice Scarcity," the *Straits Times* of the 14th December writes:—This morning, 15,000 bags of rice weighing perhaps 20,000 piculs arrived from Hongkong by the Apac steamer *Dragon*. The rice is sent to a number of different Asiatic dealers. It should be noted that Hongkong is not a port from which under ordinary circumstances Singapore should receive rice. Hongkong itself has no production and it habitually receives quantities of rice and it habitually receives quantities from Bangkok and Saigon, these being the same sources of supply that Singapore has.

The present composition consists of rice that had previously been sent from Bangkok and Saigon to Hongkong, and is now being brought back from Hongkong to Singapore, and such extra cost could of course only be incurred, when, by reason of scarcity, there was a high price. Since our article was published on this subject a few days ago there have been heavy imports and exports, and amid so much movement no real famine need be feared, but only an awkward increase of price.

We treated to correct a statement in the *Oxford China Mail* of Oct. 18, to the effect that Mr. Deane claimed the right to administer the government on the departure of Sir W. G. De Neve. No claim was made, neither was the question raised in any shape or form, as the words of the Supplementary Commission were quite clear on the right of the Officer Commanding the Troops to administer in such circumstances.

If the Chinese Government could be treated on exactly the same footing as those of most European countries we might be entirely satisfied with the edict issued by the Victorian Governor of Nanking, and the grandiloquent reassert attached to it.

We have not the least desire to cowl

at the time in which it is couched, but we fear that it is another case of magnificent pre-arrangement, followed by entry into force.

Seeing that in other instances the foreign Ministers were aware of the names

of the actual culprits responsible for outrages when the Chinese authorities professed their inability to unearth them we feel sceptical of the utterances of the Vicerey and Governor on the present occasion. However, if it is disclosed that the Chinese Government to continue, were we to, to keep up the practice of issuing such high sounding memoranda, it would be well to do so.

But it behoves the foreign Ministers, while accepting them with deference to steadfastly maintain the frontier and not to accept mere words when acts are required. Human nature is, by common consent, the *sors ergo mali*, and it is in this dark corner of China that some farcical light may be made to penetrate. They must be humbled and brought to book.

The telegram forwarded to the China Association by the Shanghai Chamber of Commerce (which by the way came to Blagoveshchensk, on the Amoor, and Ger-

many), requesting it to do all in its power to prevent the ratification of the Telegraph

and Post Office Act.

The Association has, undoubtedly, placed

this stand on legal restriction by man-

chants in Singapore, Calcutta, Malta, and other possessions abroad. The Mis-

ions and the Ecclesiastical Missionaries

are being urged by capitals, officers and crews to bring up their demands

to bear on those who rob them of that

weekly day of rest, which they enjoy in English harbours and in those of the larger colonies. —*Globe*.

The *U.S. Warship Lancaster* arrived at Singapore on the 14th Dec. from New York via Madras, Ceylon, Aden, and Batavia. As the *Lancaster* left New York on 13th, she took exactly five months to reach Hongkong. The duration of this lengthy voyage is that until she reached the *Lancaster* was given under sail only. It took her 42 days to reach the Cape from Capo Town to Singapore. Arriving at the port on April 1st, sixty-eight steamers worked here. Hongkong harbour, whilst the Sunday cargo-working ordinance having come into operation on the first of August, only four steamers prawned their officers and crews from having the weekly day of rest when in port. The British Merchant Marine Officers' Association say that the restriction is a great blessing to themselves and is no way detrimental to the general interest of trade, and they say that the same privilege may be granted in every other crown colony. It is remarkable that all the self-governing colonies have followed the mother country in forbidding the working of cargoes on Sundays, whereas in many of the colonies governed directly by the crown, and in our Indian possessions alone, compulsory Sunday-labour is the rule and cargo is forced upon the officers and crews.

Great advantage is taken of this stand on the part of the Chinese labourers, while accepting them with deference to steadfastly maintain the frontier and not to accept mere words when acts are required. Human nature is, by common consent, the *sors ergo mali*, and it is in this dark corner of China that some farcical light may be made to penetrate. They must be humbled and brought to book.

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# THE CHINA MAIL.

## Mails.

## Insurances.

**Occidental & Oriental Steamship Company.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,  
ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Greece ..... THURSDAY, Dec. 31.  
Belgium ..... SATURDAY, Jan. 23/92.  
Oceania v. Honolulu, TUESDAY, Feb. 16/92.

The Steamship "GAELIC" will be despatched from San Francisco, via Yokohama, on THURSDAY, the 31st December, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE, FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt New Westminster, Port Town ..... \$226.00  
send, Seattle, Tacoma, Portland, O. .... \$335.00

To Liverpool and London ..... \$335.00  
To Paris and Berlin ..... \$335.00

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Proposed return tickets to San Francisco will be issued at following rates:—

4 months ..... \$337.50  
12 months ..... \$393.75

This is reckoned from date of issue to date of return, plus 5 per cent.

Passengers who have paid full fare, remitting to San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

The "Overland China Mail" by the convenience of its form and the accuracy and fulness of its report, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

All Parcel Packages should be marked to address in full; and same will be received day the Company's Office until 5 p.m. the previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, December 9, 1891. 2285

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.**

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday | Jan. 5, 1892.

Empress of China | Tuesday | Feb. 2, 1892.

Empress of India | Tuesday | March 2.

The R. M. S. EMPIRESS OF JAPAN, 5,900 tons, Captain GEO. A. Lee, R.N.R., sailing at noon, on TUESDAY, the 5th Jan., 1892, for Her Majesty's Ports, will proceed to VANCUVER and SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE, (In Mexican Dollars), FROM HONGKONG, FIRST CLASS.

TO One Way Prepaid Return 4 12  
Mon. Mon.

Vancouver, Victoria, Esquimalt, New Westminster, B.C. .... 225 338 394

Port Townsend, Seattle, Tacoma, Wash. ....

Portland, Ore., San Francisco, Calif. ....

Banff, Calgary Alta. .... 235 383 487

Winnipeg, Man. .... 275 413 482

Minneapolis, St. Paul, Duluth, Minn. .... 285 428 499

Chicago, Ill., Kansas City, St. Louis, Mo. .... 295 443 517

Montreal, Que., Quebec, Ottawa, Mich., Guelph, Galt, Cambridge, Columbus, O. ....

Hamilton, London, Toronto, Oakville, Galt, Kitchener, Waterloo, N.Y. ....

Kingston, Ottawa, Ont. ....

Montreal, Quebec, Galt, Kitchener, Waterloo, N.Y. ....

New York, Albany, Troy, Rochester, N.Y. ....

Baltimore, Md., Philadelphiia, Pittsburgh, Pa., Washington, D.C., Boston, Mass., Portland Me., Halifax, N.S., St. John, N.B. ....

Liverpool and London via Liverpool, and London via Paris via Liverpool and London. .... 315 460 543

Hove, via Liverpool, and London via Bremen, " .... 335 465 543

Hamburg, " .... 335 465 543

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Ozone.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES OF GOODS FOR UNITED STATES POINTS should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Passenger must be sent to our office with address marked in full by 5 p.m. on the day preceding to sailing.

For further information as to Passage and Freight apply to:

DODWELL, GARRELL & CO., Commercial Agents.

E. HOLLOWAY, General Agent.

Hongkong, December 16, 1891. 2286

## Intimations.

**THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the sum of \$100,000 on First-class Risks at current rates.

DUNN, MELBYE & CO.,  
Hongkong, September 19, 1891. 1802

QUEEN FIRE INSURANCE COMPANY.

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SCOTT'S  
**EMULSION**

OF PURE COD LIVER OIL AND HYPOPHOSPHITES

OF Lime and Soda.

They will take readily, for it is almost as palatable as milk, and three times as efficacious as plain Oil. And it should be remembered that ALL PREVENTIVE MEDICINE IS OF USE, COMBINED WITH THE OLD AND YOUNG, IT IS UN-EQUALLED. (See advertisement enclosed.) Said by all Chemists.

SCOTT & BOWMAN, LTD., 47 FARNHAM ST., LONDON, E.C.

See Agents for China and Hongkong:  
MESSRS. A. S. WATSON & CO., LTD.

SAILOR'S HOME.

A NY Cast of CLOTHING, BOOKS, or

PARSES will be thankfully received at the Sailor's Home, West Point.

Address: Cars of SUPERINTENDENT.

SUBSCRIPTION:

For Annual ..... \$12.00, postage. \$1.00

Quarter ..... 3.00. " 0.25

Single Copy ..... 0.30. "

China Mail Office, Hongkong.

Address: Cars of SUPERINTENDENT.

SHARE LIST.—QUOTATIONS.—Dec. 29, 1891

Stocks Nos. of Shares Value Paid-up Closing Quotations Cash.

Hongkong and Shanghai Bank Corp. New Issue ..... 80,000 \$ 125 all 167 % cash

Bank of China and Straits Ltd. 99,375 £ 10 1/2 115/12 and 13 £ 12 1/2 121/2

Marine Insurance Co., Ltd. 10,000 \$ 25 all 107 cash

China Fire Insurance Co., Ltd. 24,000 \$ 83 3/4 26 61, cash, buyers

Jameson Insurance Co., Limited. 1,500 \$ 100 4 20b a/cash

North China Insurance Co., Ltd. 5,000 \$ 20 2 61/2 Tls. 260

Strata Insurance Co., Ltd. 30,000 \$ 10 2 13

Union Insurance Society Co., Ltd. 10,000 \$ 10 2 26 92, buyers

Yangtze Insurance Association, Ltd. 8,000 \$ 10 all 73

FIRE AND MARINE INSURANCES.

Singapore Insurance Company, Ltd. 10,000 \$ 1 2 12

ROCKS.

China Fire Insurance Co., Ltd. 20,000 \$ 10 2 26 61, cash

China Fire Insurance Co., Ltd. 8,000 \$ 25 62/2 27 1/2

Strata Fire Insurance Co., Ltd. 40,000 \$ 10 2 106

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Singapore Insurance Company, Ltd. 10,000 \$ 1 2 12

ROCKS.

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China Fire Insurance Co., Ltd. 8,000 \$ 25 62/2 27 1/2

Strata Fire Insurance Co., Ltd. 40,000 \$ 10 2 106

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